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Current Use and Maintenance of Merchant Ships
Acquired by the USSR Under Lend-Lease

1. Lend-Lease Vessels Held by the USSR

a. Background

Under the Lend-Lease Act, 124 US-flag merchant vessels over 1,000 gross registered tons were loaned to the USSR by the United States during World War II. The total included 112 freighters, nine tankers, and three combination passenger-cargo vessels.

Of the total of 124 vessels mentioned above, four were lost and twenty-five returned to the United States before the end of World War II. Since the war, one tanker and four freighters have been lost; seven tankers and one freighter have been returned to the United States, leaving a present total of eighty-two Lend-Lease vessels under the Soviet flag.

Seventy-nine freighters totalling 444,214 gross registered tons, two combination passenger-cargo vessels totalling 9,274 gross registered tons and one tanker of 7,061 gross registered tons amounting to a combined total of 510,549 gross registered tons of Lend-Lease shipping is at present under Soviet operation and control.

As of mid-1964, the 82 Lend-Lease vessels comprise approximately twenty-five percent of the total gross registered tonnage of vessels over 1,000 gross tons in the Soviet merchant fleet. They account, however, for only about twelve or thirteen percent of the total number of vessels. This contrast is indicative of the large size of Lend-Lease vessels compared with the remainder of the Soviet fleet. Of 130 merchant vessels in the fleet in the 5,000 to 10,000 GRT class as listed in the

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latest Appendix to Lloyd's Register Book 71 are Lend-Lease vessels.

B. Lend-Lease Vessels Held by L&LE

<u>No.</u>	<u>Present Name</u>	<u>US Name</u>
1	Академик Павлов	Winona
2	Александр Невский	Henry W. Corbett
3	Александр Суворов	Elijah P. Lovejoy
4	Аргон	West Louis
5	Ашхабад	Admiral Cole
6	Ассоль	Henry L. Pitcock
7	Баку	David Douglas
8	Балхаш	Wahoa
9	Белоруссия	Liloe
10	Березино	Calobre
11	Брянск II	William W. Aitner
12	Челябинск	E. E. Keever
13	Декабрист	E. A. Harriman
14	Данна	West Camargo
15	Дмитрий Пугачев	Louis Agassiz
16	Дриган	Joseph Watt
17	Генерал Панфилов	George Goodfellow
18	Генерал Матвеев	Jay Cooke
19	Ижора	Coast Merchant
20	Ингул	Ernest D. Boyle

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21	Iskutak	Texas
22	Iskall	Vermont
23	Istre-on-Lvov	Maine
24	Ivan Polzenov-on-Urel	Chas. N. Duryea
25	Jana Jauros	Thomas Mast
26	Josif Stalin	J. Fletcher Farrell
27	Kamenets Podolsk	Robert S. Abbott
28	Kapitan Smirnov	Columbian
29	Kapitan Vlasobekov	Texas
30	Karaganda-on-Kamenets-Podolsk	Turner
31	Kavkas	Wind Rush
32	Kharkev	Jane Christensen
33	Kiev	Coast Miller
34	Kolkhomnik	Charles Wilkes
35	Krasnogvardeets	Charles S. Fairchild
36	Kuban	William G. F. Hault
37	Kuibyshev	Haskell
38	Leningrad	Gouverneur Morris
39	Lermontov	Pan Gulf
40	Lunacharski	Klanath
41	Mendeleev	Beauregard
42	Mikhail Kutusov	Graham Taylor
43	Mikhail Lom-nosov	General W. C. Gargas

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44	Kabodka	Irving H. Pratt
45	Kogin	Don
46	Kovgored	Panama City
47	Kovorossisk	Edward Eggelston
48	Kovosibirsk	Lafayette
49	Odessa	Mary Cassatt
50	Perekhof	American Robin
51	Petr Tchailkovsky	Kehala
52	Alekhanov	Charles Christensen
53	Felisa Gasparko	Tanana
54	Skov	George L. Shoup
55	Riga	Exile
56	Medina	Henry J. Waters
57	S. Kirov	Charles Gordon Curtis
58	Samarland	Calmar
59	Saratov	Alcoa Guard
60	Serustopol	DeWitt Clinton
61	Sovetskaya Gavan	Samuel A. Worcester
62	Stalinabad	Willie C. Hawley
63	Stalingrad	Thomas H. Flaherty
64	Stepan Kasin	Cass Gilbert
65	Suchan	Jose Sepulveda
66	Sukhona	George Coggeshall

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67	Burkov	Campfire
68	Taras Shevchenko	Pacific Oak
69	Tashkent	Isolan
70	Timirazov	Aquarius
71	Tonak	Barnes P. Whitson
72	Tsiolkovsky	Depere
73	Tungus	Sieur Duluth
74	Ural	Osage
75	Valery Chkalov	Grant P. Marsh
76	Viborg	Kailua
77	Vitebsk	John Minto
78	Vladivostok	Pleasant Armstrong
79	Volkov	Samuel P. Langley
80	Vostok	West Celeron
81	Vtoraya Lyatitska	Silets
82	Ziryania	Dakotan

2. Routes and Cargoes

a. Maritime

During World War II, Soviet-flag Lend-Lease tonnage was engaged in supply of the Soviet Union from the US, and to a lesser degree from the UK. The principal routes were: (a) from Atlantic Coast ports to Murmansk, (b) from Pacific Coast ports to Vladivostok, (c) Atlantic Coast ports to the Persian Gulf. There were some sailings from Atlantic Coast ports to the Black Sea after closing of the Persian Gulf

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route in February 1945 and some from Pacific ports through the Bering Strait to Soviet Arctic ports.

Precise figures on the volume of cargo moved via Soviet Lend-Lease ships by area of destination are not readily available. From the inception of the Second Lend-Lease Protocol (30 June 1942) to 30 September 1945, cargo in vessels of all flags to Soviet War East ports totaled about 8.0 million long tons. By comparison, only 3.0 million long tons were shipped via the Atlantic route to Murmansk and Arc angel. Shipments to the Persian Gulf totaled about 3. million long tons. Shipments to Black Sea ports totaled 801,000 long tons while cargoes to Soviet Arctic ports via the Bering Strait totaled 432,000 long tons. 1/ Soviet-flag Lend-Lease vessels actually carried 30.7 percent of all Soviet Lend-Lease cargoes. The foregoing cargo data are therefore considered to be excellent measures of the relative importance of Lend-Lease vessel operations over the various wartime routes. 2/

Cargoes of Soviet Lend-Lease vessels during World War II comprised a wide variety of goods. Food was a major item of Lend-Lease cargoes. It comprised 25 percent of total tonnage shipped under all flags. Metals were another large item, comprising 20 percent of cargoes shipped under all flags. Trucks and other vehicles accounted for 15 percent while petroleum products accounted for 12 percent. The foregoing four categories made up 70 percent of all Lend-Lease shipments. 3/

b. Postwar

In the postwar period the USSR has employed Lend-Lease vessels as an integral part of its merchant fleet, making little discernible distinction between Lend-Lease ships and ships to which the USSR has apparently clear title. A considerable use

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of Lend-Lease tonnage in foreign trade is primarily due to the fact that these vessels are generally larger and newer than most of the remainder of the fleet. There is no evidence of undue specialization with respect to type of cargoes handled by Lend-Lease ships, beyond the usual specialization inherent in vessel types.

A large number of Lend-Lease ships are used for long haul traffic, such as on the Europe-Far East route and on the Northern Sea Route. The Soviet merchant marine operates throughout the world with the notable exception of North America and Spain. (No Soviet vessel has called at a US port since early in 1960.) Operations are, however, concentrated around Europe and the Far East.

c. Korean War Period

With the exception that no Soviet-flag merchant vessels are known to have called at Korean ports, operations of Soviet Lend-Lease vessels were apparently unaffected by the conflict. The slight though steady buildup in the Soviet Far East merchant fleet since the end of World War II continued, and traffic between Europe and the Far East expanded, both in volume and frequency. Cargoes carried by Lend-Lease ships during the Korean War were apparently no different from those carried by other Soviet merchant ships of comparable type.

d. French Indo-Chinese War

CIA has no record at the present time that Soviet merchant ships have traded with French Indo-China in recent years.

5. Special Assignments, Changes in Route Pattern

There is no readily available evidence that Lend-Lease vessels are engaged in special assignments because of their status as Lend-Lease ships. They are, as in-

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dictated above, specially assigned to certain routes, presumably because they are better suited for such trades than are other vessels in the fleet. For example, they are used in Northern Sea Route operations and in the European USSR-China trade where their relatively large size, recent build and speed are important factors. While there have been changes in route patterns in Soviet merchant shipping in recent years, these appear to be largely the result of economic or political considerations rather than the result of any change in fleet composition due to Lend-Lease tonnage. Soviet merchant fleet operations in the postwar period have demonstrated one significant change, the slackening of prewar Soviet efforts to show the flag all over the world on established passenger and cargo routes and restriction of foreign operations largely to Europe and Asia.

4. Cargoes Carried

There appears to be no especial significance to cargoes carried by Lend-Lease vessels as such. They are active in long range and heavy cargo traffic throughout the Soviet merchant marine trading areas but their cargoes appear to be similar to those of comparable vessels in the fleet.

Lend-Lease vessels are active in Soviet trade with China. In 1955 82 Soviet-flag vessels (76 cargo ships, 8 tankers) were involved in trade with Communist China. 4/ Of these, 19 were Lend-Lease vessels. Cargo data on these voyages are not sufficiently detailed to reveal any significant cargo patterns. Traffic to China consists largely of iron and steel and products, machinery and equipment, motor vehicles and railroad materials. Traffic from China consists largely of iron ore, soy beans and other raw equipment.

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5. Vessel Condition

Condition of vessels in the Soviet merchant fleet is generally poor. In the years 1961-1963 at least twenty-two of the eighty-two Lend-Lease vessels underwent major repairs or overhauls in Western yards. These extensive machinery and hull repairs were apparently necessitated by lack of suitable ship maintenance programs and to poor operating procedures. It is believed that the poor condition of these vessels when they were put into the repair yards is indicative of the condition of most Lend-Lease vessels and of the condition of a great percentage of the entire merchant fleet.

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Sources

- 1/ Report on War Aid Furnished by the United States to the U.S.S.R., Department of State, November 1948, p. 16, 3.
- 2/ Ibid., p. 10.
- 3/ Ibid.
- 4/ SIC-RI-83 (Draft), Communist China's Imports and Exports 1953, Trade and Shipping Involved, p. 85, 3.

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